

SECRET

IDEA 0062
Copy 9 of 10

15 December 1960

MEMORANDUM FOR: Acting Chief, DPD

SUBJECT: Designation of U-2C's for IFR and
SSB Modifications

1. This memorandum contains recommendations for the approval of the Acting Chief, Development Projects Division. Such recommendations are contained in paragraphs 6 and 7.

2. Per discussion between the undersigned and Chief, Development Branch it was determined that LAC has come to the point where an aircraft is needed to commence modification for in-flight refueling. In addition, LAC will also be ready to commence installation of the single side-band radio in the near future as they already have the necessary equipment on procurement. It is therefore necessary to:

- a. Confirm the specific aircraft for IFR modification.
- b. Establish availability dates to LAC of the aircraft involved in the IFR modification.
- c. Establish a schedule for SSB installation.

3. A review of the types and number of aircraft to receive modifications is as follows:

- a. Two (2) U-2C's will be modified for IFR and SSB. The SSB modification for the two U-2C's for Detachment H previously scheduled has been indefinitely postponed per direction of AC/DPD.
- b. Two (2) U-2's will be modified for SSB only.

DOCUMENT NO. _____
NO CHANGE IN CLASS. LI
IT DECLASSIFIED
CLASS. CHANGED TO: TS S C 2011
NEXT REVIEW DATE: _____
AUTH: HR 70-2
DATE 2/12/67 REVIEWER:

SECRET

SECRET

4. Upon completion of the return of the second U-2C from Detachment B, on approximately 19 January, and the shipment of the second U-2C to Detachment H, on approximately 29 December, the location of Project aircraft will be as follows:

	<u>U-2's **</u>	<u>U-2C's</u>
Detachment B	355	---
Detachment H	---	352 351
Detachment G *	343 353	342 358
Burbank *	344 378	

* In order to avoid an excessive maintenance workload on Detachment G no more than three (3) aircraft will be maintained at Edwards. The balance on hand in the ZI will either be in modification at LAC or maintained in a flyable status at Burbank by LAC.

** Two (2) U-2's previously scheduled for turnover to FOG in late CY-69 will be retained indefinitely pending determination of future needs.

5. Although no firm operational requirement for a U-2C is expected for the next several months, it is considered preferable that only one U-2C in modification for IFR and SSB at the same time so as to cover the requirement if an operational need for a U-2C did develop. As a U-2C may be needed for Operation [] and since LAC has already started to cut metal on 342, it will be necessary to assemble 351, remove its paint, and bring it up to operational ready status. Then when 358 comes back from [] it can be sent to Detachment H in place of 351. If our [] is still in place it may be possible to ferry 358 or 351 to Detachment H.

6. It is, therefore, recommended that the modification program commence along the general time schedule as listed below. If this schedule is approved by AC/DPD it is further recommended that the Chief, Development Branch take action accordingly.

a. 342 (U-2C) to LAC for IFR and SSB 20 December 1960 or before. (It is already at LAC).

b. 358 or 351 (U-2C) to LAC for IFR and SSB as soon as 342 is completed.

SECRET

25X1A

25X1A

25X1A

SECRET

c. 343* (U-2) to LAC for SSB as soon as LAC can accept.

d. 353* (U-2) to LAC for SSB as soon as LAC has completed SSB in first U-2.

* Interchangeability with 344 or 378 acceptable based on availability at the time.

7. It is also recommended that the wiring standardization modification, recently approved, be accomplished concurrently with the modifications in paragraph 6. above.

SIGNED

25X1A

25X1A

Chief, Operations Branch, DPD-DD/P

CONCUR:

15 DEC 1960

Chief, Development Branch, DPD

Chief, Materiel Branch, DPD

The recommendations contained in paragraphs 6 and 7 are approved:

SIGNED

21 DEC 1960

STANLEY W. BEERLI
Colonel USAF
Acting Chief, DPD-DD/P

SECRET